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1. Between 5 and 10 June 1954, there was intensive air activity by Il-28s and U-II-28s at Briesen airfield. Only individual flights of about 15 minutes duration were made, with up to 10 aircraft being simultaneously aloft. It was noteworthy that the I1-28s which took off on 5 June required a very long take-off strip, namely about 2,000 meters, although there was a strong east wind. On 10 June, mostly during the morning, there was intensive air activity inspite of rain. Visibility was limited between 1,200 meters and 3,000 meters. On this day, the rear gunner's two men each

vnen air activity was discontinued, 30 I1-28s2 and U-11-23s were parked on the hardstands along the southern taxiway.

- Night flying activity was started on 8 June at 1900. There was a 1/10 overcast, good visibility and a light westerly wind. Several aircraft were simultaneously aloft conducting individual flights of about 10 minutes duration. The position lights were red at the port side, green at the starboard and white at the tail. All the aircraft had their landing lamps switched on during the entire flight. These landing lamps which were probably fitted under the power plants were repeatedly observed changing their directions. They rotated horizontally and vertically. When one sircraft came in for landing, a red searchlight flashed up short, long, short. Subsequently, the aircraft answered giving also signals with a red searchlight the beam of which at first pointed in the direction of flight, then rotated to the starboard and finally was switched off again. The runway was illuminated by white lamps at its side and red lamps at its ends. The taxiway also was lighted by white lamps.
- 3. Six 35-mm AA guns were observed on the landing field between the southern taxiway and the runway, about in line with the flight control station. A Soviet soldier stated that 6×37 -mm AA guns and 4×20 -mm four-barreled machine guns were also located at the field.

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Comment. Air activity by the bomber unit at Briesen airfield, observed under limited possibilities of observation and at night, indicates that thepilots have already reached an advanced status of flying. No medium AA guns had been observed at the field while it was occupied by the fighter unit. Probably, medium AA guns of 76-mm or 85-mm caliber will again be stationed at bomber airfields as observed formerly.

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